

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 5, 2001
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Lloyd Harrell, Chandler, Chairman
Scott Schrader, Avondale
Joe Blanton, Buckeye
Jon Pearson, Carefree
Usama Abujbarah, Cave Creek
Stuart Brackney, El Mirage
*Paul Nordin, Fountain Hills
*Shane Dille, Gila Bend
Urban Giff, Gila River Indian Community
George Pettit, Gilbert
Martin Vanacour, Glendale
Stephen Cleveland, Goodyear
Tom Morales, Guadalupe
Horatio Skeete, Litchfield Park
Kevin Adam for Mike Hutchinson, Mesa
Tom Martinsen, Paradise Valley

Prisila Ferreira for Terry Ellis, Peoria
Norris Nordvold for Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
David Easchief, Salt River Pima-Maricopa
Indian Community
David Ellison for Jan Dolan, Scottsdale
Bill Pupo, Surprise
Amber Wakeman for Will Manley, Tempe
Ralph Velez, Tolleson
Fred Carpenter, Wickenburg
*Petra Mendez, Youngtown
Mary Lynn Tischer for Mary Peters, ADOT
Tom Buick for David Smith, Maricopa County
Ken Driggs, RPTA
+Bryant Powell for Curtis Shook,
Apache Junction

*Those members neither present nor represented by proxy.

+ Non-voting

1. Call to Order

The meeting was called to order by Chairman Lloyd Harrell, Chandler, at 12:00 p.m.

Chairman Harrell stated that a revised summary transmittal for agenda item #8, Amendment to the FY 2002-2006 MAG Transportation Improvement Program, was at each place.

Chairman Harrell announced that agenda item #10, Draft 2001 Vehicle Miles of Travel Forecasting and Tracking Report, had been removed from the agenda due to information not being available from ADOT because of computer problems.

Chairman Harrell stated that a memo reflecting the recommendation made by the MAG Water Quality Advisory Committee for agenda item #12, Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Whitestone Water Reclamation Facility, was at each place.

Chairman Harrell stated that transit tickets were available following the meeting from the RPTA.

2. Approval of July 11, 2001 Meeting Minutes

Chairman Harrell asked if there were any other changes to the minutes. Hearing none, he asked for a motion to approve.

Martin Vanacour moved to approve the minutes of the July 11, 2001 Management Committee meeting. Stephen Cleveland seconded and the motion carried unanimously.

3. Call to the Audience

Chairman Harrell stated that a timer was available to assist the public with their presentations. He noted that public comments have a three minute time limit. Chairman Harrell stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Public comments are limited to three minutes. Chairman Harrell noted that no public comment cards had been turned in.

4. Executive Director's Report

James M. Bourey stated that the Governor's Transportation Vision 21 Task Force has scheduled four meetings over the next four months. The next meeting will be held September 11, 2001 at 1:30 p.m. Mr. Bourey will continue to update members.

Mr. Bourey stated that the Resource Allocation Advisory Committee has been meeting to define revenue allocations for FY 2007. They have arrived at a recommendation of presumptive costs for non-project costs. Mr. Bourey stated that a meeting is scheduled for September 7, 2001.

Mr. Bourey stated that MAG will host the Intermodal Planning Group 2001 Western States Conference. The conference this year will include all three western regions. Mr. Bourey stated that the conference, which includes representatives from Federal Highway Administration, Federal Transit Administration and MPOs, will be held September 30 to October 2, 2001. Mr. Bourey stated that Dennis Smith has put together the program. Mr. Bourey encouraged attendance at the Conference. He noted that information on the Conference can be accessed through the MAG website.

Mr. Bourey stated that the Lincoln Land Institute is performing a study on growth in the Phoenix area. Northern Lights Production will be producing a documentary for them. Mr. Bourey stated that interviews of Phoenix city staff are being conducted. He noted that he was interviewed by phone for the study.

Mr. Bourey stated that the University of Colorado at Denver is studying best practices and is using MAG as an example.

Mr. Bourey stated that the MAG 2001 Conformity Analysis was approved. He expressed his thanks to the MAG Air Quality staff for their efforts.

Mr. Bourey announced that the “It All Adds Up to Cleaner Air” campaign is a finalist for the upcoming Valley Forward Awards. He noted that Kelly Taft, MAG staff, served as the project manager.

Mr. Bourey stated that the MAG Pedestrian Plan received an Honorable Mention award from the Arizona Planning Association Master Plan Awards.

Mr. Bourey introduced a new MAG staff member, Maureen DeCindis. Ms. DeCindis worked at RPTA for 14 years. She is a transportation planner who received her bachelor’s degree from Western Michigan University. Chairman Harrell thanked Mr. Bourey for his report and asked if there were any questions.

5. Approval of Consent Agenda

Chairman Harrell stated that public comment is provided at the beginning of the meeting for action items on consent. Each speaker is provided with a total of three minutes to comment on the consent agenda. He stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually. Chairman Harrell noted that no public comment cards had been turned in.

Chairman Harrell stated that agenda items #6, #7, #8, #9, #11, #12, #13, #14, #15, and #16 were on the consent agenda. He reminded members that item #10 had been removed from the agenda.

Chairman Harrell asked members if there were any requests to hear a consent item individually. Hearing none, Chairman Harrell requested a motion to approve consent agenda items #6, #7, #8, #9, #11, #12, #13, #14, #15, and #16. Mr. Cleveland moved, Ralph Velez seconded, and the motion carried unanimously.

6. Consultant Selections for the Southwest, Northwest and Southeast Maricopa County/Northern Pinal County Area Transportation Studies

The Management Committee, by consent, recommended approval of: (a) the consulting team led by Wilbur Smith Associates to conduct the Southwest Area Transportation Study for an amount not to exceed \$250,000, (b) the consulting team led by Parsons Brinckerhoff Quade & Douglas, Incorporated, to conduct the Northwest Area Transportation Study for an amount not to exceed \$250,000, and (c) the consulting team led by Parsons Brinckerhoff Quade & Douglas, Incorporated, to conduct the Southeast Maricopa/Northern Pinal County Area Transportation Study for an amount not to exceed \$300,000. On May 23, 2001, as part of the federal fiscal year closeout, the Regional Council approved funding for area transportation studies to be conducted for the southwest and northwest areas of Maricopa County, and the southeast Maricopa / northern Pinal County area. The studies are included in the approved FY 2002 Unified Planning Work Program. A joint request for proposals for the two west valley studies was released on June 27, 2001, with proposals due by July 26, 2001. The request for proposals for the southeast Maricopa/northern Pinal County study was released on July 6, 2001, with proposals due by August 6, 2001. A Pre-Proposal Meeting held on July 13, 2001 was attended by seventeen consultants representing twelve firms. Proposals were received from consulting groups led by ENTRANCO, Parsons Brinckerhoff Quade & Douglas, Incorporated (PB), and Wilbur Smith Associates for all three studies. A proposal from AZTEC Engineering was also received for the

southeast Maricopa/northern Pinal County study. For the Southwest Area Transportation Study, representatives of local agencies met on August 7, 2001 to review the proposals and again on August 14, 2001 to hear presentations and interview the consultant firms. The consensus of the southwest agency representatives was for either the team led by Wilbur Smith & Associates or the one led by PB, with a preference that the final selection be for a consultant team not selected for one of the other two area studies. For the Northwest Area Transportation Study, representatives of local agencies met on August 8, 2001 to review the proposals and again on August 16, 2001 to hear presentations and interview the consultant firms. The consensus of the northwest agency representatives was for the team led by PB. For the Southeast Maricopa County/Northern Pinal County Area Transportation Study, representatives of local agencies met on August 10, 2001 to review the proposals and again on August 17, 2001 to hear presentations and interview the consultant firms. The consensus of the local agency representatives was for the team led by PB, with a clear preference for a consultant team distinct from the ones selected for the other area studies. MAG staff agree with all of the local agency recommendations for the consultant selections. The recommendations are conditional upon satisfactory completion of contract negotiations with the respective consultant groups.

7. Approval of Projects for the FY 2002 MAG Pedestrian Design Assistance Program

The Management Committee, by consent, recommended approval of the following projects to receive pedestrian design assistance: 1) The City of Phoenix - \$50,000, 2nd Avenue Pedestrian Enhancements; 2) City of Goodyear - \$25,000, Litchfield Road, Western Avenue, and Yuma Road Pedestrian Path Renovation; and 3) City of Glendale - \$50,000, the "Old Roma" Pedestrian Alleyway-to-Walkway Pilot Project. In July, 2000, the Regional Council approved the FY 2001-2005 Transportation Improvement Program which included \$375,000 for pedestrian design assistance – \$125,000 for FY 2001, \$125,000 for FY 2002 and \$125,000 for FY 2003. On May 18, 2001, MAG member agencies were requested to submit projects to receive FY 2002 design assistance. Project applications were due on June 22, 2001. On July 25, 2001, the Pedestrian Working Group recommended that the following receive FY 2002 design assistance: 1) The City of Phoenix – \$50,000, 2nd Avenue Pedestrian Enhancements; 2) City of Goodyear – \$25,000, Litchfield Road, Western Avenue, and Yuma Road Pedestrian Path Renovation; and 3) City of Glendale – \$50,000, the "Old Roma" Pedestrian Alleyway-to-Walkway Pilot Project.

8. Amendment to the FY 2002-2006 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of an amendment to the FY 2002-2006 MAG Transportation Improvement Program to include the FY 2001 202L Santan Freeway: Santan/I-10 TI, Phase II Traffic Interchange Project in FY 2002 and to change the fund type to Grant Anticipation Note Funds, to be repaid with federal funds in FY 2003, and to use Federal Bridge Replacement Funds for the bridge on Power Road at the Queen Creek Wash. On July 25, 2001, the Regional Council approved the FY 2002-2006 MAG Transportation Improvement Program (TIP). Since that time, ADOT has requested that the FY 2001 202L Santan Freeway: Santan/I-10 TI, Phase II Traffic Interchange Project be included in FY 2002 and that the funding be changed from mainly Regional Area Road Funds to Grant Anticipation Note Funds. Also, Maricopa County has received Federal BR funds for their MMA01-101 Bridge Project on Power Road at the Queen Creek Wash. It is necessary to amend the FY 2002-2006 MAG TIP to show these two projects with their new fund types. As both projects are currently shown in the TIP with other fund types and are both expected to be completed within the same

time frames, there are no air quality conformity analysis concerns. The TRC recommended amending the FY 2002-2006 MAG Transportation Improvement Program to replace the FY 2001 projects DOT02-0CIA and B from the previous TIP with DOT02-0CIR, SA202L24CRC -- 202L Santan Freeway: Santan/I-10 TI, Phase II Traffic Interchange Project and change the funding from mainly Regional Area Road Funds to Grant Anticipation Note Funds. Also, to change the Maricopa County MMA01-101 Bridge Project on Power Road at the Queen Creek Wash from Local Funds to BR Funds.

9. Conformity Consultation

An amendment to the FY 2002-2006 MAG Transportation Improvement Program (TIP) has been requested by the Arizona Department of Transportation for a funding source change to the Interstate-10/Santan/South Mountain traffic interchange project in FY 2003. In addition, Maricopa County has requested a funding source change for the Power Road bridge project at Queen Creek Wash in FY 2002. The amendment is necessary to add federal-aid funding to existing TIP projects and a conformity determination is not required. In addition, in July 2001, the City of Phoenix requested concurrence for the project-level conformity determination prepared for the 40th Street and Pecos Road Park-and-Ride facility. The 925-space Park-and-Ride facility is proposed for the northwest corner of 40th Street and Pecos Road. The project design is programmed in the FY 2002-2006 MAG Transportation Improvement Program (TIP) for FY 2002. The estimated cost of this project is \$4.2 million. MAG has reviewed the proposed project for compliance with the federal conformity rule and concurs with the project-level conformity determination. The current conformity finding of the TIP and the associated Long Range Transportation Plan 2001 Update that was made jointly by the Federal Highway Administration and Federal Transit Administration in a letter dated August 16, 2001, remains unchanged by these projects.

10. Draft 2001 Vehicle Miles of Travel Forecasting and Tracking Report

This item was removed from the agenda.

11. Small Plant Review and Approval Process for the Proposed Russell Ranch Wastewater Reclamation Facility

The Management Committee, by consent, recommended approval of the proposed Russell Ranch Wastewater Reclamation Facility as part of the MAG 208 Water Quality Management Plan. The City of Glendale has requested that MAG review the proposed Russell Ranch Wastewater Treatment Facility through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The facility would have an ultimate capacity of 400,000 gallons per day and excess reclaimed water would be disposed of through reuse and recharge. The Town of Buckeye, City of Goodyear, and the Maricopa County unincorporated area are within three miles of the project, and all have indicated they do not object to the proposed facility.

12. Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Whitestone Water Reclamation Facility

The Management Committee, by consent, recommended approval of the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Whitestone Water Reclamation

Facility. The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to include the Whitestone Water Reclamation Facility with an ultimate capacity of 3.35 million gallons per day. Excess reclaimed water from the facility would be disposed of through reuse and recharge. The City of Goodyear and the Maricopa County unincorporated area are within three miles of the project and both have indicated they do not object to the proposed facility.

13. Amendment to the FY 2001 and FY 2002 MAG Unified Planning Work Programs and Annual Budgets to Accept Additional Funding for Projects

The Management Committee, by consent, recommended approval of an amendment to the FY 2001 and FY 2002 MAG Unified Planning Work Programs and Annual Budgets to reduce the FY 2000 FTA Section 5303 funds from \$574,317 to \$507,770 and to increase the FY 2001 FTA Section 5303 funds by \$582,257. In May 2001, MAG was notified by ADOT of a change in funding for FTA Grant Section 5303 for FY 2000 and 2001. As a result, changes to the funding limits for FTA Grant Section 5303 for FY 2000 are reduced from \$574,317 to \$507,770. Changes to the funding limits for FTA Grant Section 5303 for FY 2001 are increased by \$582,257. These funds are available due to funding level changes received from the Federal Transit Administration. An amendment to the FY 2001 Unified Planning Work Program and Annual Budget is necessary to include these funds. In addition, these funds need to be carried forward into the FY 2002 MAG Unified Planning Work Program and Annual Budget.

14. Consultant Selection for the Maricopa Regional Homeless Management Information System Planning Project

The Management Committee, by consent, recommended approval of the consulting firm Cannon and Gill, Inc. to develop an implementation plan for a county-wide Homeless Management Information System for an amount not to exceed \$100,000. The MAG 2002 Unified Planning Work Program includes a planning project to develop an implementation plan for a countywide Homeless Management Information System (HMIS). The primary objective of this project is to assist in improving the effectiveness of the countywide response to homelessness through the assessment and design of a computerized, coordinated intake and referral system. The HMIS Planning Project includes the assessment and recommendation for a proposed system design (including needed hardware, software, staffing, and training at both the provider and central server levels), a budget proposal for implementation of the system, and specific action steps to implement the system. The impetus for this project is the recent United States Housing and Urban Development (HUD) mandate that all regions receiving Stewart B. McKinney Continuum of Care grant funds develop a regional homeless management information system and report client level data by 2004. Our region received \$18.6 million in 2000, and these funds provide substantial resources to homeless service providers. In response to a Request for Qualifications (RFQ) released July 20, 2001, MAG received three proposals from consulting firms to undertake the HMIS Planning Project. A multi-agency review team reviewed the RFQ responses on August 20, 2001 and recommended that two of the firms, Cannon and Gill, Inc. and Techselect Consulting, be invited to an interview for the project. Based on interviews conducted on August 24, 2001, the MAG HMIS Planning Project Review Team reached consensus that Cannon and Gill, Inc. be recommended to undertake the project for an amount not to exceed \$100,000.

15. Approval of Draft July 1, 2001 Maricopa County and Municipality Resident Population Updates

The Management Committee, by consent, recommended approval of the Draft July 1, 2001 Maricopa County and Municipality Resident Population Updates. MAG staff has prepared draft July 1, 2001, Maricopa County and Municipality Resident Population Updates. The Updates were prepared using Census 2000 data as the base and housing unit data supplied and verified by MAG member agencies. The method used to calculate the updates was approved by the MAG Population Technical Advisory Committee. The MAG POPTAC recommended approval of the July 1, 2001 County and Municipality Resident Population Updates on August 21, 2001. Subsequently, some adjustments to the Updates were made to reflect changes in population in group quarters and annexations that were submitted by MAG member agencies to the Arizona Department of Economic Security (DES) too late to be incorporated into the MAG Updates that were approved. These revised updates were transmitted to MAG POPTAC members for their information on August 24, 2001. The Director of DES is required to forward the Updates to the Economic Estimates Commission by December 15th of each year. The Updates are used to allocate \$23 million in lottery funds to local jurisdictions, to set expenditure limitations where appropriate, to establish compliance with Department of Water Services municipal per capita water use targets and to assist in local budgeting.

16. Amendment to the GIS and Database Enhancement Project

The Management Committee, by consent, recommended approval to amend the contract with InfoTech Enterprises, Inc. by \$10,000 (\$406,120 to \$416,120) to digitize new general plans. With the recent submission of eight new general plans by MAG member agencies, it is necessary to receive consultant assistance to prepare the data for the next round of socioeconomic projections, the MAG Growing Smarter Implementation Project and the development of the Regional Transportation Plan. InfoTech Enterprises, Inc. is already in the process of digitizing all member agency General Plans for MAG and this contract amendment would allow for the re-digitizing of the new plans. MAG is therefore requesting that the contract with InfoTech Enterprises, Inc. be amended to increase the contract by \$10,000, from \$406,120 to \$416,120, to cover the cost of digitizing these general plans.

17. West Valley Rivers Project

Dawn Coomer gave a presentation West Valley Rivers Project. Ms. Coomer stated that this project is actually two separate projects, the West Valley Multi-Modal Transportation Corridor Plan, which is the MAG study, and the Agua Fria Watercourse Master Plan, funded by the Maricopa County Flood Control District. Ms. Coomer stated that the Flood Control District and several cities in the West Valley and other agencies have been working together on planning efforts. Both of the projects were overseen by a joint project management team. The Oversight Team served as the principal advisory and input source for this project.

Ms. Coomer stated that the MAG study was funded by a \$450,000 grant received from the Arizona Department of Transportation Enhancement Funds Program and focused on developing a non-motorized transportation plan for the area. She displayed a map of the West Valley Corridor. She stated that the West Valley Corridor is 42 miles long and lies along the New River and the 12-mile southern portion of the Agua Fria River. Ms. Coomer explained how the

Corridor connects the city of Avondale with the community of New River while passing through Phoenix, Glendale, Peoria and unincorporated areas of Maricopa County.

Doug Williams, Maricopa County Flood Control District, provided a summary of the Watercourse Master Plan. Mr. Williams stated that the focus of the Flood Control District's Agua Fria Watercourse Master Plan was to look at flood prevention and reducing the amount of public money spent on flood control and emergency management. He displayed two pictures of flood control solutions. One picture was of a hard concrete channel built in the 1960s. The other was a non-structural channel. Mr. Williams noted that non-structural solutions are more attractive and have lower operations and maintenance cost. He stated that one of the goals of the Master Plan is to reduce concrete-type structures with non-structural solutions that will allow multiple uses, such as habitat.

Mr. Williams stated that the Flood Control District is working on several watercourse master plans that will address recreational elements, such as paths, trails, and open space, while emphasizing non-structural solutions to flood control issues.

Mr. Williams stated that a watercourse master plan specifically looks at the movement of water. Elements of the Watercourse Master Plan include future land use and development, and environmental considerations such as wildlife and habitat. He noted that the Watercourse Master Plan is funded by the Flood Control District and is authorized by state statute. Mr. Williams stated that one major emphasis of the Plan identifies historical aspects along the watercourse.

Mr. Williams stated that the purpose for preparing a watercourse master plan is to protect the public from any flooding hazard, determine how current and future development affects the waterway, determine the effects of bank erosion, and incorporate recreation and open space uses into Flood Control areas. Mr. Williams noted that development encroachment into waterways starts a roller coaster ride ending in major investments and the need to construct concrete channels.

Mr. Williams stated that the goals of a master plan include protecting the public from 100 year floods and bank erosion, consideration of structural and non-structural alternatives, reduction in the amount of public funds spent on flood control and emergency management, conservation of sensitive habitats and cultural resources, and incorporation of existing and proposed multiple use activities for floodplain areas.

Mr. Williams stated that the Agua Fria Watercourse Master Plan is examining both structural and non-structural alternatives. Structural alternatives tend to be more expensive to maintain and operate over the long term, and they also limit other opportunities to provide recreational amenities and preserve habitat. Non-structural alternatives are more environmentally friendly, and also less expensive to implement over the long term. Mr. Williams stated that the Master Plan is expected to be completed this fall, when the efforts will be turned over to Valley Forward and Westmarc. He noted that the agencies are considering establishment of a 501(c)(3), so that they can accept donations. Mr. Williams stated that many citizens have indicated that they want to be involved. He explained that the impacts from sand and gravel firms located in the watercourse have been identified, and Flood Control is working on addressing these impacts.

Ms. Coomer explained that the project idea was initially started by John F. Long. She noted that the corridor, at 42 miles, is seven times longer than Indian Bend Wash. Ms. Coomer stated that the master plan identified five different trail types. Ms. Coomer stated that equestrian use was also addressed in the plan. Ms. Coomer explained the range of amenities identified to provide for user comfort and safety, include parking, transit connection nodes, connections to other trail systems and future roadway bridges.

Ms. Coomer stated that the corridor was divided into 16 trail segments. The Master Plan included a description of major design considerations, the length of each trail type, and the number of trail amenities for each trail segment. These factors were used to develop an estimated cost for each trail segment.

Ms. Coomer stated that the master plan addressed design features, such as signage, appropriate landscaping, and public art. She summarized the extensive public involvement efforts with this plan.

Ms. Coomer stated that this project may take 20 or 30 years to complete due to its complexity and cost. She noted that a key component of this plan is implementation. Ms. Coomer stated that the Implementation Strategies Action Plan serves as a supplement to the Master Plan and identifies several strategies and funding sources for implementation of the non-motorized trail system. Because this trail falls within several different cities and state and local land management agencies, a regional and community partnering approach is critical to achieving a fully constructed West Valley Corridor.

Ms. Coomer summarized implementation of the West Valley Corridor. The first step was to create the overall master plan, which has been completed as the MAG West Valley Multi-Modal Transportation Corridor Plan. This master plan, as described throughout this presentation, identifies the vision and trail design concepts for the 42-mile corridor, as well as identifies specific alignments for each of the trails types. Step two is development of the implementation and action plan. This plan establishes trail operations and maintenance guidelines, identifies implementation strategies and actions tied to each of the specific trail segments, and defines management responsibilities and trail design goals for the entire Corridor trail system. Ms. Coomer stated that step three is a future planning and implementation phase of the project. She noted that it will be necessary to secure funding sources and obtain necessary clearances to begin construction. Right-of-way will need to be acquired, and each segment will need to be designed and constructed. For all of this to work together to create a unified trail system that works for non-motorized users, continuation of the inter-jurisdictional coordination and partnerships established in the planning process for the West Valley Rivers Project will need to be maintained.

Chairman Harrell thanked Ms. Coomer and Mr. Williams for their presentations and asked if there were questions.

Mary Lynn Tischer applauded the collaborative nature of the Plan. She commented that this and example of how these types of projects should proceed. Hearing no further discussion, Chairman Harrell asked for a motion.

Mr. Vanacour recommended approval of the West Valley Multi-Modal Transportation Corridor Plan. Prisila Ferreira seconded, and the motion carried unanimously.

19. MAG Governance Task Force Update

This agenda item was taken out of order.

- Mr. Bourey provided a progress report on the activities of the Regional Governance Task Force and the Advisory Committee. He stated that the inception of the Governance Task Force began at a Management Committee meeting. Mr. Bourey reviewed the Regional Council approved motion that established a Regional Governance Task Force, comprised of eleven members, including mayors and managers, as appointed by the Regional Council Chairman. The motion stated that “The Task Force shall study the issues of regional governance; roles and responsibilities of MAG, including transit planning; as well as MAG membership, including voting membership of the Regional Council and other MAG committees. A subcommittee of the Task Force shall also be appointed to include representatives of the business community, the legislature and the public so that their input on governance will be considered in discussions by the Task Force. The Task Force shall prepare a progress report within 60 days of its first meeting and a final report no later than the end of the calendar year. The Task Force may request consulting services once the scope of work is more clearly defined.” Mr. Bourey indicated that it is anticipated that the work of the Task Force will be completed by the end of the calendar year.

Mr. Bourey stated that the Governance Task Force was appointed by Regional Council action on May 23, 2001. Members include Mayor Skip Rimsza, Chairman, Phoenix; Mayor Ron Drake, Avondale; Mayor Roy Delgado, El Mirage; Mayor Woody Thomas, Litchfield Park; Mayor Keno Hawker, Mesa; Mayor Wendy Feldman-Kerr, Queen Creek; Ed Beasley, Glendale; Stephen Cleveland, Goodyear; Thomas Martinsen, Paradise Valley; Jan Dolan, Scottsdale; and Bill Pupo, Surprise. Mr. Bourey reviewed the Task Force meeting dates. He noted that the Task Force has met six times individually, and at one joint meeting with the Advisory Committee. Mr. Bourey stated that the joint meeting was so successful that an additional joint meeting would be held on September 6, 2001. Upcoming meetings of the Task Force are scheduled for September 13, 2001 and October 10, 2001. Mr. Bourey indicated that an additional three to four meetings may be scheduled through the end of the year.

Mr. Bourey stated that the Governance Advisory Committee was appointed July 6, 2001. Members include Representative Carolyn Allen; Roc Arnett, ADOT; Bill Beyer, CTOC; Supervisor Jan Brewer, Maricopa County; Representative Meg Burton Cahill; Senator Ed Cirillo; Representative Dean Cooley; Mayor Doug Coleman, Apache Junction; Representative Deb Gullett; Ivan Johnson, Cox Communications; Valerie Manning, Phoenix Chamber of Commerce; Diane McCarthy, Westmarc; Kevin Olson, Governor’s Transportation Task Force; Mary Peters, ADOT; Supervisor Sandie Smith, Pinal County; and Mayor Chuck Walton, Casa Grande.

Mr. Bourey reviewed the direction for the Regional Governance Advisory Committee. The Committee would discuss the Roles and Responsibilities of MAG, including the examination of current roles of MAG and additional possible responsibilities. This would include the appropriate role in land use planning and in public facility planning in areas where MAG does not currently have a responsibility, including MAG having a greater role in land use planning in the unincorporated county area. It would also include a recommendation for the role of MAG in transit planning. The Committee would discuss the geographic extent of the region, including the examination of the current boundaries of MAG and possible extensions to the boundary. This would include a look at the functions that have implications for the region such as transportation,

air quality, and land use planning. It would look at the growth of the region and the interconnectedness of the various parts and the implication of federal programs for the boundary, including funding implications. In addition, it would examine the timing of any expansion. The Committee would discuss appropriate membership, including the study of the most appropriate types of members. This would look at local government and other possible public sector members such as the state legislature, governor's office, school boards and others. It would also include private sector groups such as chambers of commerce and economic development agencies. The examination would include how other agencies become members. In addition, in lieu of adding membership, other concepts, such as an annual regional town hall that would include invited members, should be considered as a way to include a variety of interests that could be considered by the Regional Council. The Committee would discuss the organizational structure of MAG, including the exploration of the best organizational structure. Alternatives to be examined would include the full range of organizational structures that exist in other locations. This would include the number of members and the representation from each of the members, including proportional representation. It would include the potential use of an executive group smaller than the entire governing body. Another consideration would be to have a structured schedule for MAG to meet with neighboring entities to ensure coordinated planning between the regions. Mr. Bourey stated that the Committee would discuss the voting/decision making structure, examination of the voting structure of the organization, as well as a look at the authority for making decisions. It would include recommendations on the level of authority that would be granted to an executive group or various committees within the organization. This examination also encompasses weighted voting. The changes to the voting process may be dependent upon how the membership issue is addressed by MAG. Also, if a major advisory committee is added to MAG, it should be determined how it will report, through the Management Committee or directly to the Regional Council. The existing committee structure would also be re-examined. He noted that discussion of the name of the organization would probably be the last issue to be examined, after other issues have been considered. Discussion of the appropriate name for the organization will take into consideration the roles and responsibilities, membership and geographic extent of the region. If greater representation is provided through an advisory committee, and the geographic boundary is not changed, then perhaps no name change is needed.

Mr. Bourey stated that because this is such an important effort, all agendas have been transmitted to the Regional Council, the Management Committee and Intergovernmental representatives. He reviewed the progress of Task Force. They have formed an advisory group, listed issues to be considered by Task Force, hired a consultant to moderate, reviewed the history of MAG governance, reviewed the structure of MPO requirements, discussed an overview of MAG responsibilities, discussed a comparative analysis of governance structures of other regions, and discussed MAG roles and responsibilities. Mr. Bourey handed out copies of the presentation and the Mile High Compact, an example of an intergovernmental agreement in Denver. Mr. Bourey stated that the agreement was drafted because the region felt that they had to respond and act before being told by the Legislature what to do. Chairman Harrell thanked Mr. Bourey for his report. He asked if there were any questions.

Mr. Cleveland expressed his thanks to staff for the report. He indicated that it would be an appropriate report to give to the Regional Council. He stated that the winds of change are out there and could suck us into the vortex. Mr. Cleveland mentioned there is a desire to have better growth. He stated that the Sierra Club legislation could have passed. He encouraged members to consider sharing dialogue on this.

20. Preparation for the New Socioeconomic Projections

George Pettit, Chair of the MAG Population Technical Advisory Committee (POPTAC), gave a presentation on the timeline and involvement needed by the MAG member agencies for the June 2002 socioeconomic projection series of population, employment and housing units. He explained the process for collecting and verifying data, and running and reviewing models. Mr. Pettit stated that the socioeconomic projection series is a high priority for all. He asked members to ensure that city staff are well informed and to encourage their attendance at POPTAC meetings. Mr. Pettit stated that timely review and input on data, assumptions, and model runs is needed. He noted that this will be time consuming and require a commitment by staff to ensure a valid model. Mr. Pettit stated that POPTAC will hold monthly meetings and each member will be provided a project binder to store all materials. He stated that a very important orientation meeting is scheduled for October 16, 2001. Five subregional meetings to explain the socioeconomic projection process will be held in September and October. A visit is scheduled to each member agency during the months of November and December. Chairman Harrell thanked Mr. Pettit for his presentation. He stated that this item was on the agenda for information only.

18. Approval of the MAG Regional Action Plan on Aging and Mobility Draft Recommendations

Suzanne Quigley gave a presentation on the MAG Regional Action Plan on Aging and Mobility Draft Recommendations. Ms. Quigley stated that a status report on the Elderly Mobility planning process had been given at the April Management Committee meeting. Since that time, presentations on the Regional Action Plan on Aging and Mobility, specifically the 25 draft recommendations, have been given to the Regional Council Transportation Subcommittee and the Transportation Review Committee. Ms. Quigley stated that the Plan is a first step in taking a proactive approach to the coming age wave. She noted that implementation of the recommendations will be a long-term process requiring the involvement and commitment of cities, towns and community partners. Ms. Quigley stated that progress reports on the implementation will be provided on a continual basis. She noted the importance of taking action now, so that in 2011 when the baby boomer generation hits retirement age, the region will be prepared for the many transportation challenges ahead.

Ms. Quigley displayed a graph showing the increase in elderly population in Maricopa County for the years 2000 through 2050. She stated that the aging of the baby boomer population will result in bringing the largest number of older drivers ever to roads and highways. By 2025, Arizona will be among 26 other states in the country with at least 20 percent of its population above the age of 60. Over the past decade, the Phoenix metropolitan area's senior population has grown by 92 percent, behind Orlando and Las Vegas.

Ms. Quigley displayed a slide of a map showing the concentration of elderly in Maricopa County. She said that according to the new census data, seniors are located and will probably remain in the retirement areas in Sun City, Mesa, and in the central core of Phoenix. Ms. Quigley stated that because research shows that older adults prefer to "age in place," these current areas of high concentration will remain as large senior resident clusters. She stated that the map will help to show where efforts should be focused in implementing some of the street, land use and pedestrian improvements, new transportation options, and educational programs called for in the Plan.

Ms. Quigley stated that the next slide showed the implications of aging and mobility on driver safety. New national research shows that seniors are a greater threat to themselves than they are to other travelers. They are more than twice as likely to be killed in a crash compared to other age groups due to their frailty. She noted that left-turns and right of ways pose the most danger for older drivers.

Ms. Quigley showed a graphic that depicted older drivers' choices, such as not driving at night, avoiding highways and left-turns, which brings them to total cessation and reliance on family and friends or other transportation modes.

Ms. Quigley displayed a flow chart of the process used in the development of the Regional Action Plan. More than 75 stakeholders participated from cities, state government, transit agencies, service providers, health care providers, retirement communities, faith-based groups, and educational institutions. She stated that national and local experts also provided input.

Ms. Quigley stated that the 25 draft recommendations take a comprehensive and proactive approach to enhancing senior mobility by: making highways/streets safer and easier to get around; making housing developments more liveable for seniors by placing service closer to where they live; improving access to other transportation options besides the automobile; and improving older driver skills.

Ms. Quigley commented on taking the guidelines issued by the federal highway administration related to signage, lighting, crosswalks, and left-hand turns and implement them where possible in a regional and coordinated fashion. She stated that land use planning must take into account that between now and 2040 the region will grow from 3 million people to 6 million; with the elderly population making up almost a quarter of our population. There is a great opportunity to design new communities to accommodate the elderly population and to retrofit existing communities where possible. Ms. Quigley stated that building on the number of alternative transportation options available is needed to ensure transportation for those who have stopped driving. Ms. Quigley stated that the Plan also calls for improving driver competency by developing a fitness to drive educational campaign, and instituting screening and retraining programs in senior centers across the region.

Ms. Quigley outlined the next steps in implementing the Plan. She stated that it is hoped that in the next year, the Elderly Mobility Implementation Program will be instituted. It would allow federal funds to be set aside for projects suggested in the Plan. She noted that three projects are very promising, the Independent Transportation Network, the Senior Friendly Neighborhood Zones and community based driver screening and retraining programs. Ms. Quigley stated that there are other measures like replicating the mileage reimbursement program in Mesa and neighborhood circulators.

Councilmember Claudia Walters, Mesa and the Chair of the MAG Elderly Mobility Working Group noted that by 2020, the senior population will equal the current populations of Mesa, Tempe, Gilbert, and Chandler combined. Incorporating the recommendations into all plans will make it easier to get around Maricopa County. Councilmember Walters stated that she was vested in this Plan, and appreciated the support.

Chairman Harrell thanked Councilmember Walters and Ms. Quigley and asked if there were any questions. He asked for a motion to recommend approval of the recommendations for the 2001-2002 MAG Regional Action Plan on Aging & Mobility. Mr. Velez moved, Mr. Vanacour seconded, and the motion carried unanimously.

There being no further business, the meeting adjourned at 1:05 p.m.

Chairman

Secretary